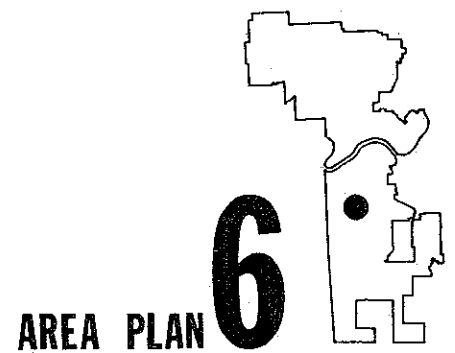


# **OAK PARK SOUTH AREA PLAN**



**APPROVED BY  
CITY PLAN COMMISSION MAY 18, 1977  
CITY COUNCIL AUGUST 18, 1977  
KANSAS CITY, MISSOURI**

**PREPARED BY  
CITY DEVELOPMENT DEPARTMENT**

OUTLINE OF THE COMPREHENSIVE PLAN  
FOR  
KANSAS CITY, MISSOURI

The comprehensive plan for Kansas City consists of four groups of reports identifying the requirements for giving order and purpose to the City's form and change. Ranging from broad values to specific programs, the reports are grouped according to four levels of consideration: City-wide Viewpoint, Strategies Plans, General Plans, and Project Plans.

Part I - Citywide Viewpoint

One report provides a statement of four related segments: factors and assumptions of population, economic, and development change within the city over the next twenty-five years; the elements of citywide development; alternative development concepts; and a plan of actions to be carried out over the next five years.

Part II - Strategy Plans

A series of reports provides statements of citywide needs and how these needs can be accomplished over the next one to twenty-five years within seven functional areas: housing, economic development, urban design, environment, new development, conservation and redevelopment, and development resources.

Part III - General Plans

Part III consists of two types of plans: function plans and area plans.

Section A - Function Plans

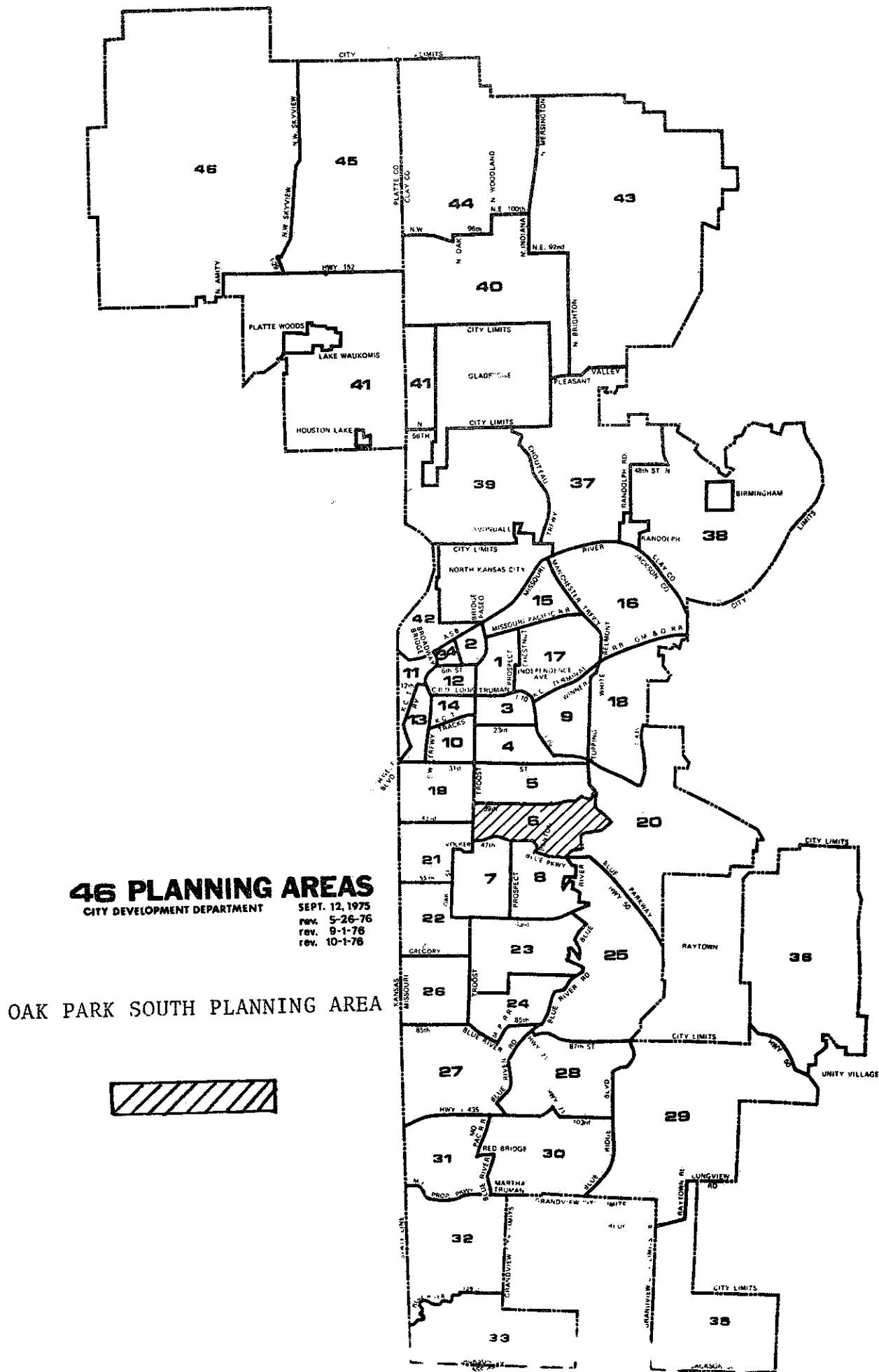
Each report in this section provides a citywide plan for one of these major urban functions: land use, fire and police facilities, parks and recreation, water and sewerage facilities, highway transportation, non-highway transportation, and natural resources, preservation and conservation.

Section B - Area Plans

The plans of this section discuss the full range of urban functions and proposed actions for each of forty-six areas covering the entire City. These reports are intended for wide public distribution.

Part IV - Project Plans

These reports, along with accompanying sketches, maps and drawings, provide physical development plans for smaller areas ranging in size from several specific blocks to a single parcel of land ownership. Project plans are prepared as a result of community interest, neighborhood concerns, rezoning or subdivision actions, major public improvements, land development by private developers, or conservation or rehabilitation activity.





OAK PARK SOUTH AREA PLAN

CITY DEVELOPMENT DEPARTMENT  
KANSAS CITY, MISSOURI 64106

September 1977



48098  
A RESOLUTION

ADOPTED  
EFFECTIVE

APPROVING THE OAK PARK SOUTH AREA PLAN AS A GUIDE FOR DEVELOPMENT FOR THAT AREA BOUNDED ON THE WEST BY TROOST AVENUE, ON THE NORTH BY 39TH STREET AND LEEDS TRAFFICWAY, ON THE SOUTH BY BRUSH CREEK BOULEVARD AND BLUE PARKWAY, AND ON THE EAST BY THE BLUE RIVER.

WHEREAS, the City Development Department has conducted a study delineating the characteristics of the Oak Park South Area; and

WHEREAS, as the result of said study, the City Development Department has suggested a guide for future development and redevelopment of the area by identifying housing and public needs; and

WHEREAS, the City Development Department has incorporated its findings in the Oak Park South Area Plan; and

WHEREAS, legal notice of a hearing before the City Plan Commission was published on April 5, 1977, in conformity with state and local law; and

WHEREAS, the City Plan Commission did hold a public hearing on May 18, 1977; and

WHEREAS, the City Plan Commission did recommend approval of the Oak Park South Area Plan on May 18, 1977; and

WHEREAS, the City Plan Commission recommends that the City Council adopt a resolution approving the Oak Park South Area Plan as a guide for future development of the Oak Park South Area, being that part of Kansas City bounded on the west by Troost Avenue, on the north by 39th Street and Leeds Trafficway, on the south by Brush Creek Boulevard and Blue Parkway, and on the east by the Blue River; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the "Oak Park South Area Plan", as prepared by the City Development Department and adopted by the City Plan Commission on May 18, 1977, be and the same is hereby adopted by the Council as a guide for the development of the area as described in said plan. A copy of said plan is on file in the office of the City Clerk under Document No. 48093 and is incorporated herein by reference.

Section 2. That the Council finds and declares that before taking any action on the proposed area plan, all public notices and hearings required by law have been given and had.





## PREFACE

This is a plan for the Oak Park South Planning Area which is No. 6 of 46 areas for which plans are being prepared by the City Development Department for the City of Kansas City, Missouri.

The boundaries of the Oak Park South Area are: Troost to the Blue River, 39th Street and Leeds Trafficway to Brush Creek Boulevard and Blue Parkway.

The recommendations in this plan may exceed the city's annual budget. Therefore, priorities should be established to carry out the recommendations.

The City Development Department can help by: providing planning and management services; by helping the community set priorities on the use of limited public funds. The city can further help by providing limited funds to meet the most important high priority needs.

This report was prepared by Joseph R. Watson, a planner in the City Development Department, who acknowledges the assistance given by other City departments, Land Clearance for Redevelopment Authority, Housing Development Corporation and Information Center, and citizen groups in the area.

This study was financed, in part, by a Comprehensive Planning Assistance Grant from the Department of Housing and Urban Development under Section 701 of the Housing Act of 1954, as amended.



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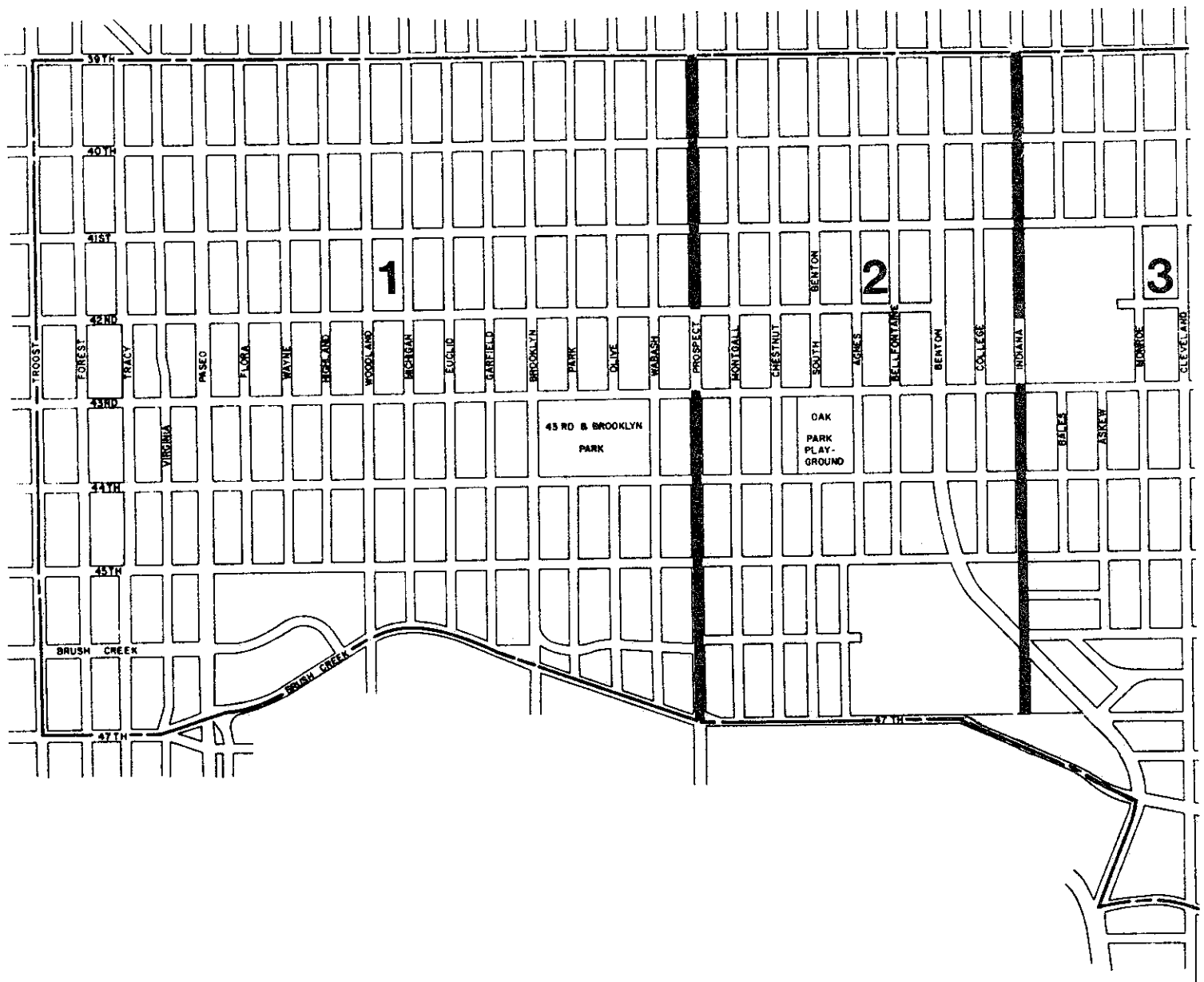


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PLANNING SUB-AREAS MAP	Table of Contents
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# Oak Park South

## Planning Sub-areas

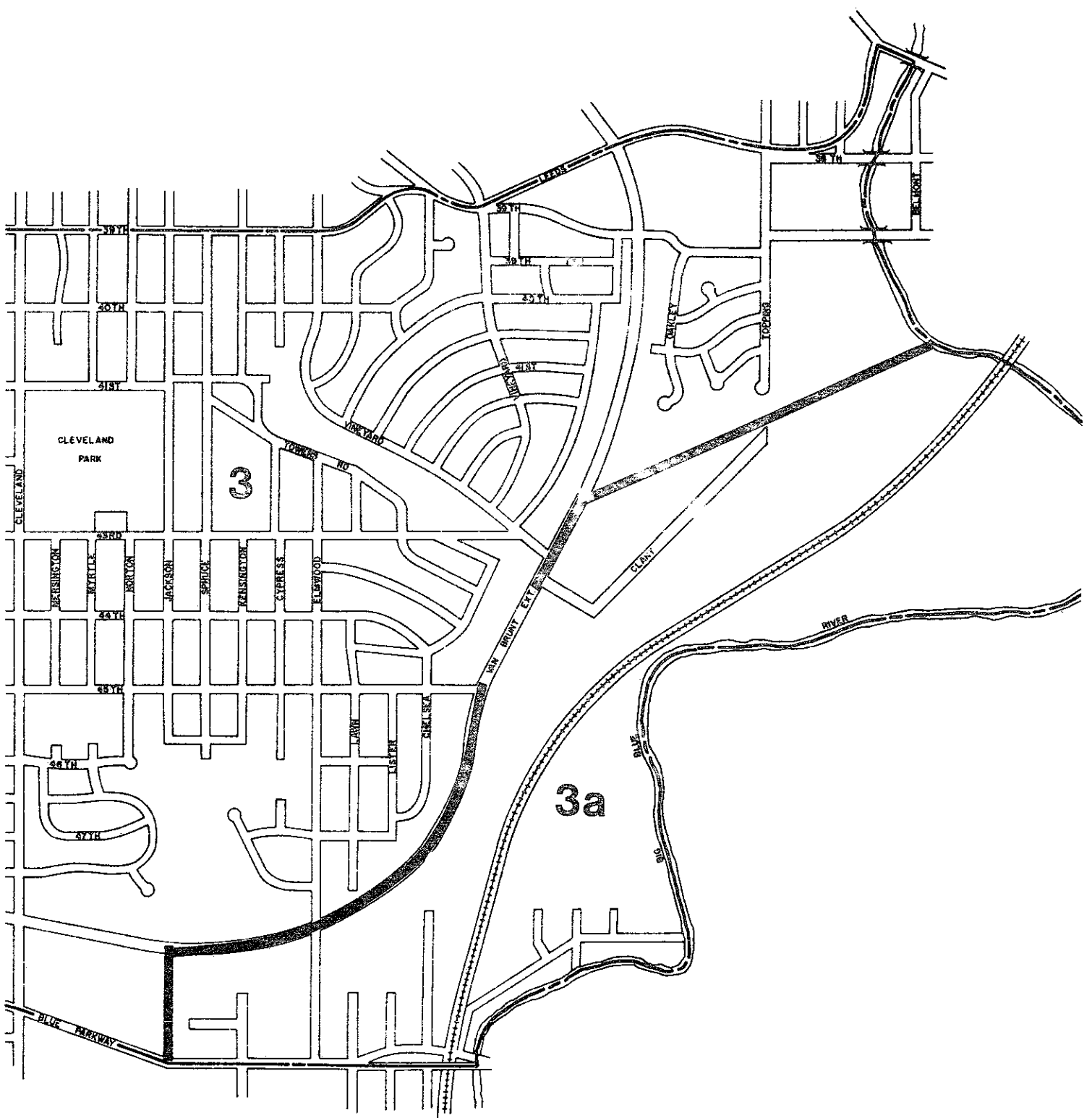
1, 2, 3, Residential

3a Industrial

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Scale in Feet

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I. THE OAK PARK SOUTH AREA SERVES THREE SEPARATE FUNCTIONS WITHIN FOUR GEOGRAPHIC SUB-AREAS - RESIDENTIAL, COMMERCIAL AND INDUSTRIAL

The Oak Park South Area Serves As A Migratory Link Between Low Income Families And Middle To Moderate Income Families.

1. THE DOMINANT FUNCTION IS RESIDENTIAL WHICH IS DIVIDED INTO THREE SOCIO-ECONOMIC SUB-AREAS. Sub-Area One Is Plagued With Numerous Problems And Underlying Factors Ranging From Low Value Housing To Continued Unrest Due To The Uncertainty Of The South Midtown Freeway.

(1) The First Sub-Area, Bounded By 39th Street And Brush Creek Boulevard, Troost And Prospect, Serves A Low Income, Highly Mobile Population.

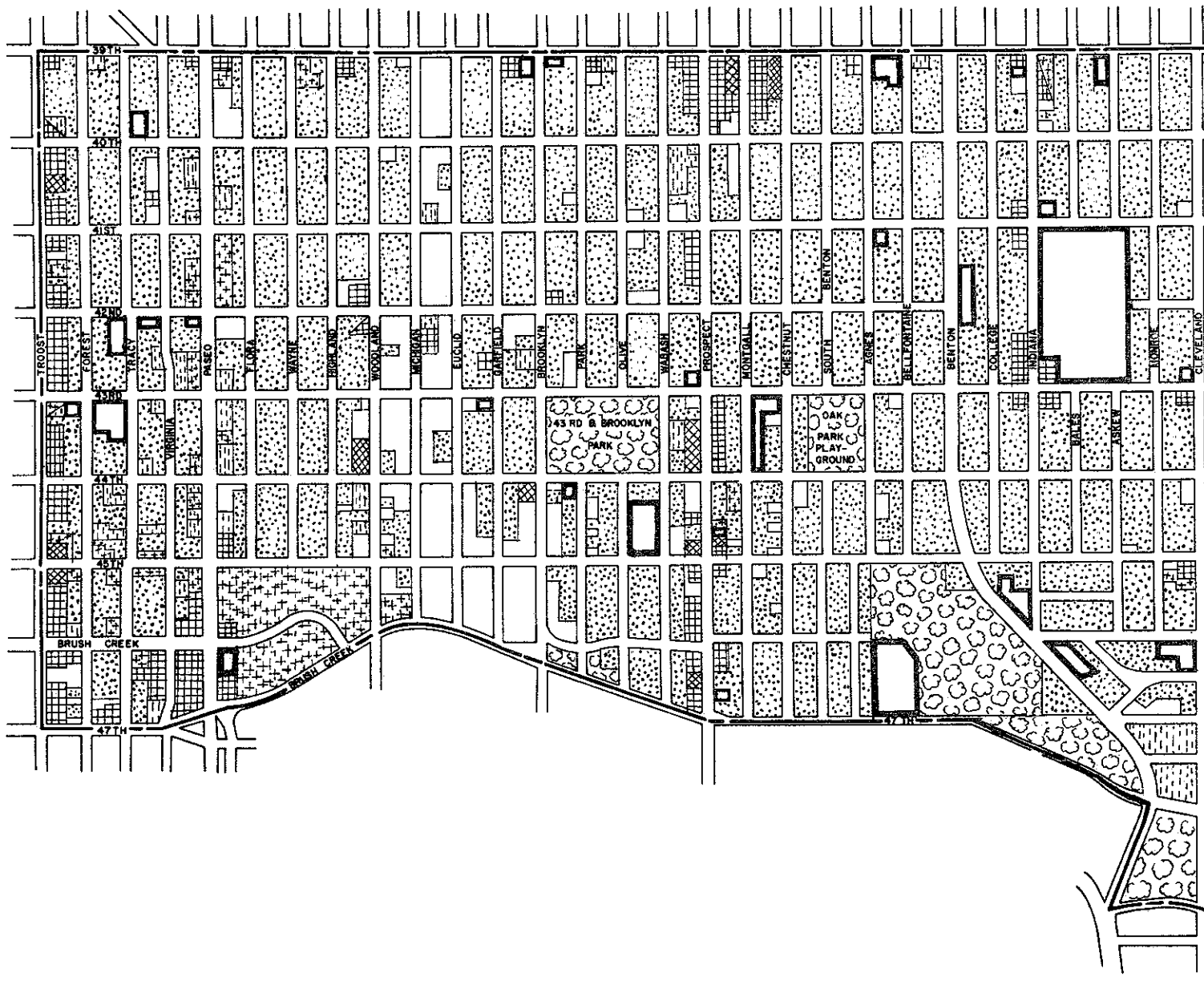
- The housing units are low in value and in need of varying services----Many of the units are old, in poor condition, expensive to maintain, and low in rent and value. The majority, or 68 percent, of the structures in this sub-area were built prior to 1939.

There are 4,577 housing units in this sub-area. About 14 percent were vacant in 1970 compared to a 6 percent vacancy rate for the metropolitan area. Slightly less than half, or about 45 percent of the units, were renter occupied.

Approximately 9 percent of the buildings were dilapidated or beyond repair and another 22 percent were deteriorated and in need of rehabilitation.

The proposed South Midtown Freeway has created a cleared swath of land of uncertain future ----This proposed Freeway bisects the sub-area and is considered one of the contributing factors in the rapid deterioration of the area.

Most of the land has been purchased and cleared. Court proceedings have delayed acquisition



# Oak Park South

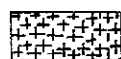
## Existing Land Use



Low Density Residential  
0-8 Units Per Acre



Medium Density Residential  
9-28 Units Per Acre



High Density Residential  
29 Units and Over Per Acre



Public/Semi-Public



Retail  
Commercial



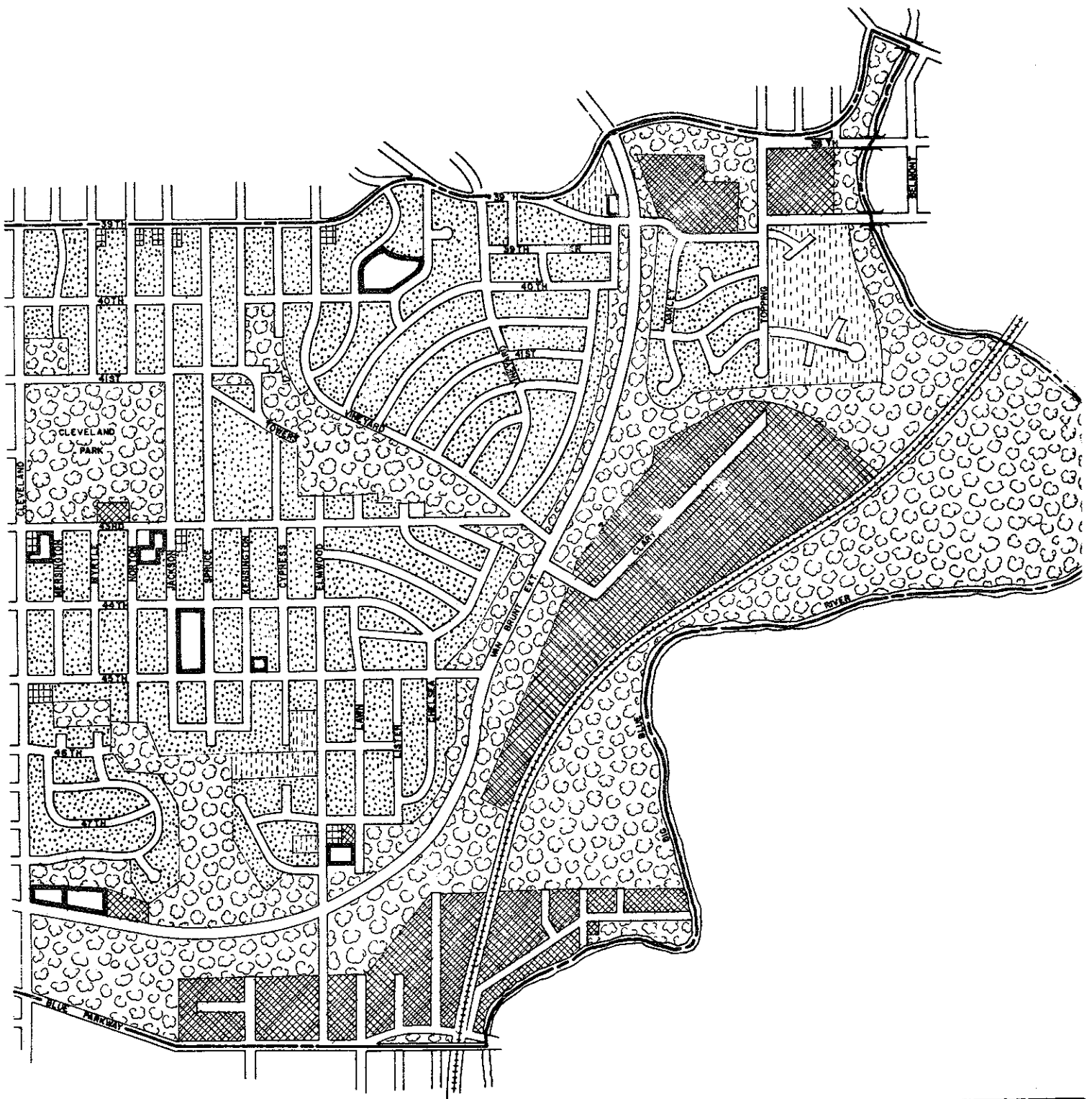
Parks and  
Open Space

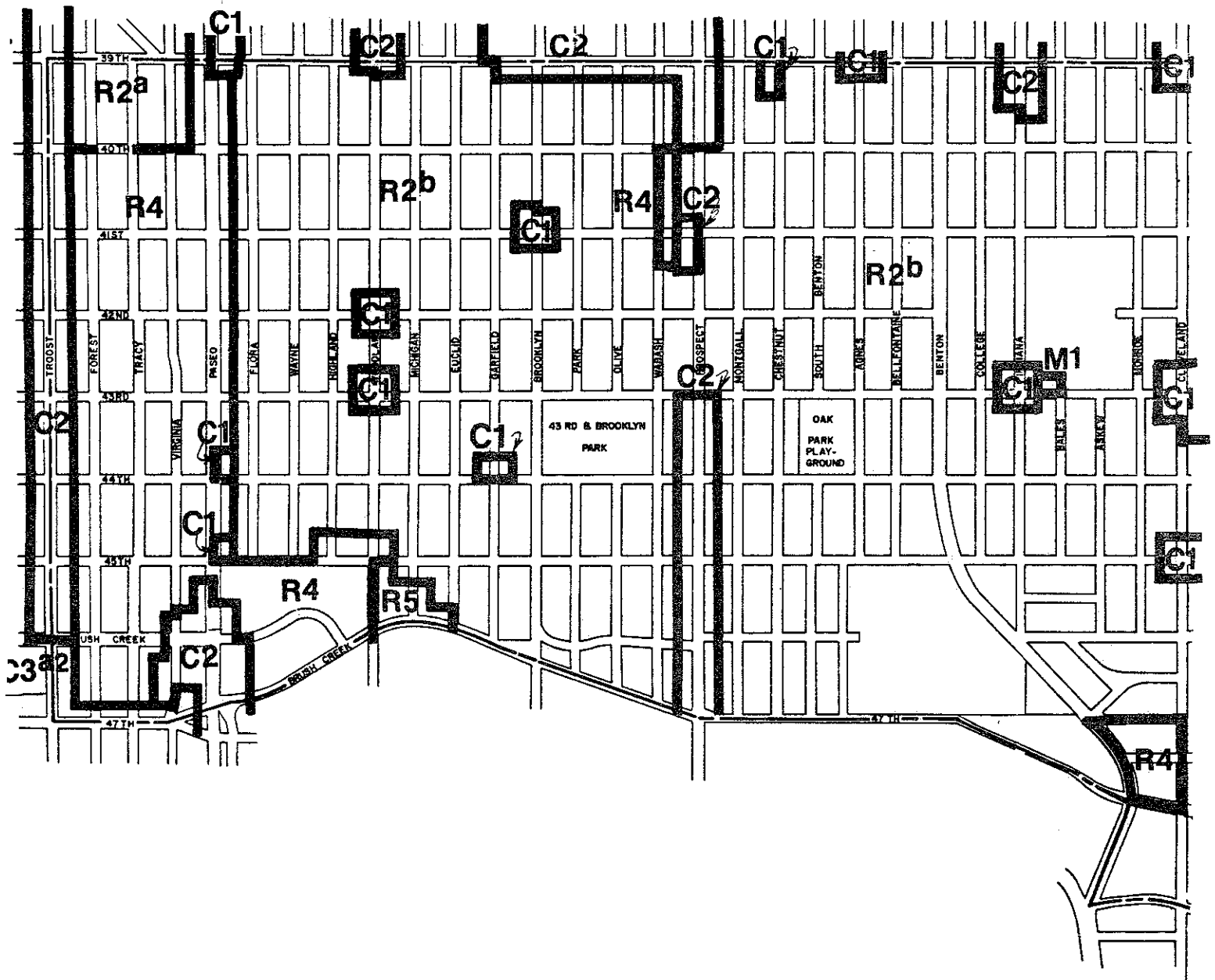


Industrial

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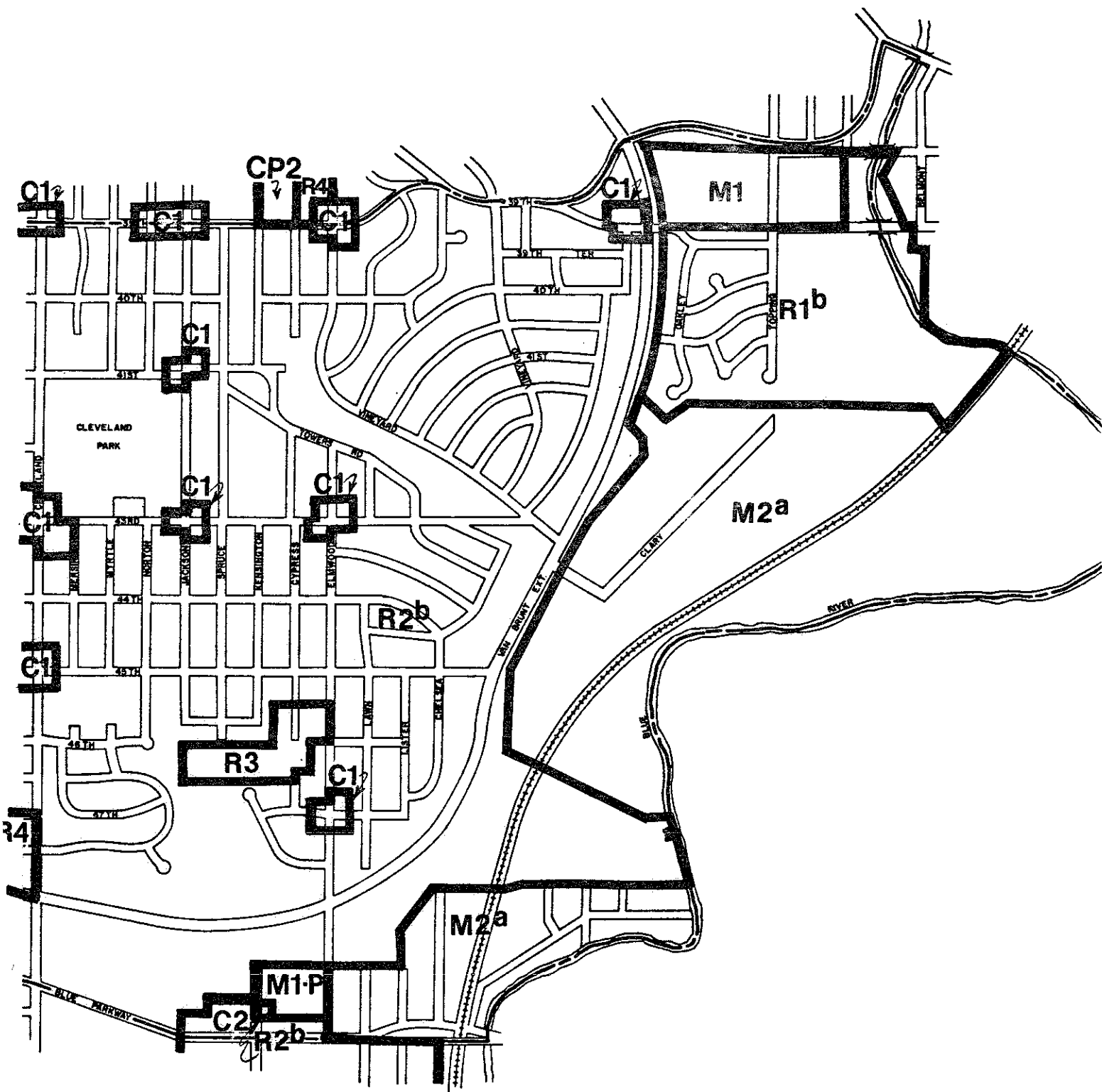
## Oak Park South

### Existing Zoning

R1b	Single-Family Dwelling District	C1	Neighborhood Retail Business District
R2a	Two Family Dwelling District	C2	Local Retail Business District
R2b	Two Family Dwelling District	C3a2	Intermediate Business District
R3	Two Family Dwelling District	M1	Light Industrial District
R4	Low Apartment District	M1P	Light Industrial Limited District
R5	High Apartment District	M2a	Heavy Industrial District

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Scale In Feet

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of the remaining few parcels and created hardships on the residents that are left behind.

- The population in the area is 64 percent black and 35 percent white----It is the most integrated sub-area within Oak Park South. The total population is approximately 12,000 people.
- The number of persons over 65 years of age in 1970 was slightly higher than the metropolitan average----There were 1,252 persons 65 years of age and older which represents 10 percent of the sub-area's total population.
- Median family income was slightly less than 70 percent of the metropolitan area----Median family income for the area was \$7,200, or 68 percent of the metropolitan average of \$10,568. The percentage of families below the poverty level, however, was three times as great as the metropolitan average of 6.9 percent. Social security recipients represented 21 percent of the population. This compares to 17.1 percent for the metropolitan average.

(2) The Second Sub-Area, Bounded By 39th Street On The North, Brush Creek Boulevard On The South, Prospect On The West, And Indiana On The East, Serves A More Stable, Lower Middle Income Population. A Lower Middle Income Population Began To Surface Here Which Is Characterized By Sounder Housing, Lower Vacancy Rates And A Higher Median Family Income.

- The housing units in this sub-area are basically sound although 87 percent of the housing was built prior to 1939----This sub-area contains some 1,600 structures. Approximately 1,300 of these structures are sound and will require little more than good basic maintenance. Another 16.5 percent, or about 200 of the structures, will require major rehabilitation and less than 1 percent are dilapidated and should be demolished.



The vacancy rate in this sub-area is 4 percent. This is lower than the metropolitan average of 6 percent. Of the remaining structures, 82 percent are owner occupied.

- This sub-area was approximately 94 percent black in 1970----The area experienced racial change within the last decade. In 1960, the area was 64.5 percent black and 35 percent white and in 1970, the area was 94.2 percent black.

- The sub-area contains a wide range of age groups----Nearly 50 percent of the sub-area's population, were 65 years of age or older. This was less than the metropolitan area average of 9.3 percent. Eighteen percent of the population was between the ages of 20 and 44, 21 percent between the ages of 45 and 64, and 56 percent were 19 years of age and less.

- The median family income for the sub-area was \$8,426----This represents 79.7 percent of the metropolitan average of \$10,568 and is the second highest median income level of the planning area. However, 13 percent of the families are below the poverty level.

(3) The Third Sub-Area, Bounded By 39th Street On The North, Blue Parkway On The South, Blue River On The East, And Indiana On The West, Serves A Middle Income Population. The Majority Of The Dwellings Are Single-Family Units. There Are Two Planned Unit Developments. The Majority Of The Housing Units Were Built After 1950.

- This sub-area contains the newest housing stock of the planning area----The majority of the housing (60 percent) was built after 1950. This sub-area contains approximately 6,000 structures; less than 7 percent of the structures will require major rehabilitation and less than 3 percent are dilapidated and should be demolished.

- The vacancy rate is below the metropolitan average----The vacancy rate in 1970 was about 4 percent. This is less than the metropolitan average of 6 percent. Owner occupied units account for 82 percent of the occupied units. Only 14 percent of the units were renter occupied.
- The racial composition has reversed in the last decade----The total population has remained fairly constant, but the racial composition has reversed. In 1960, the area was 83 percent white and 16 percent black, and in 1970, the area was 80 percent black and 20 percent white. The total population of the area was approximately 9,500 persons.

(4) Community Facilities Range From Inadequate To Fair. Community Facilities Are The Amenities Which Help Make Neighborhoods Pleasant Places To Live. In General, Public Improvements Are Needed. Educational And Transportation Facilities Appear To Be Adequate.

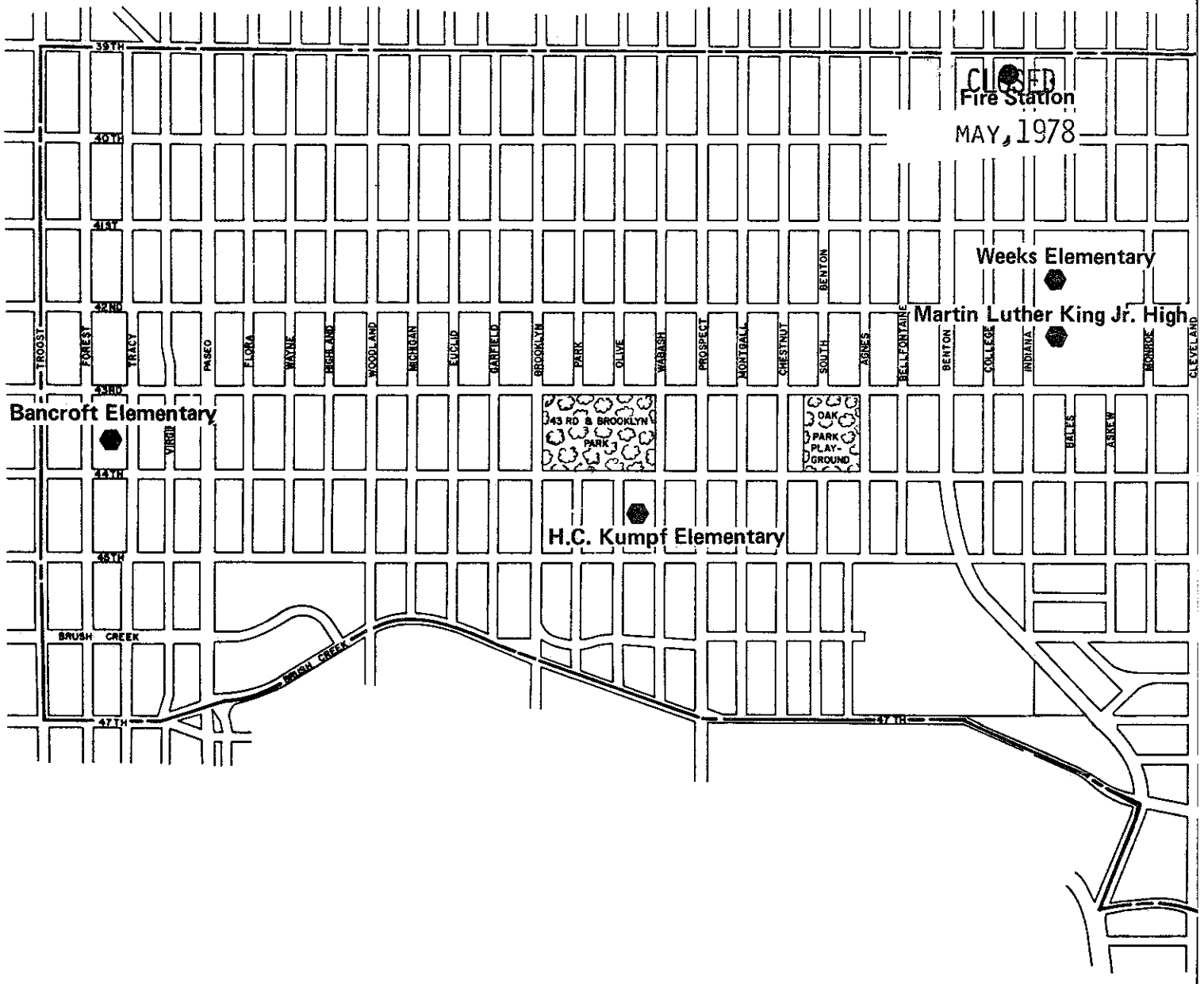
- Streets, sidewalks, and curbs are in poor condition----With the exception of boulevards and some special impact areas, the streets are in need of resurfacing.

Sidewalks, curbs and gutters are missing throughout. In some instances, curbs are of the roll-back design which provides little protection to pedestrians and permits cars to easily leave the roadway resulting in damage to lawns, curbs and sidewalks.

- Fire and police protection is considered adequate----Under the Fire Protection Improvement Plan, several new stations will be built replacing some of the old ones. The new stations will complement existing stations.

Police protection and response time is adequate.





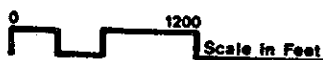
# Oak Park South

## Public Facilities

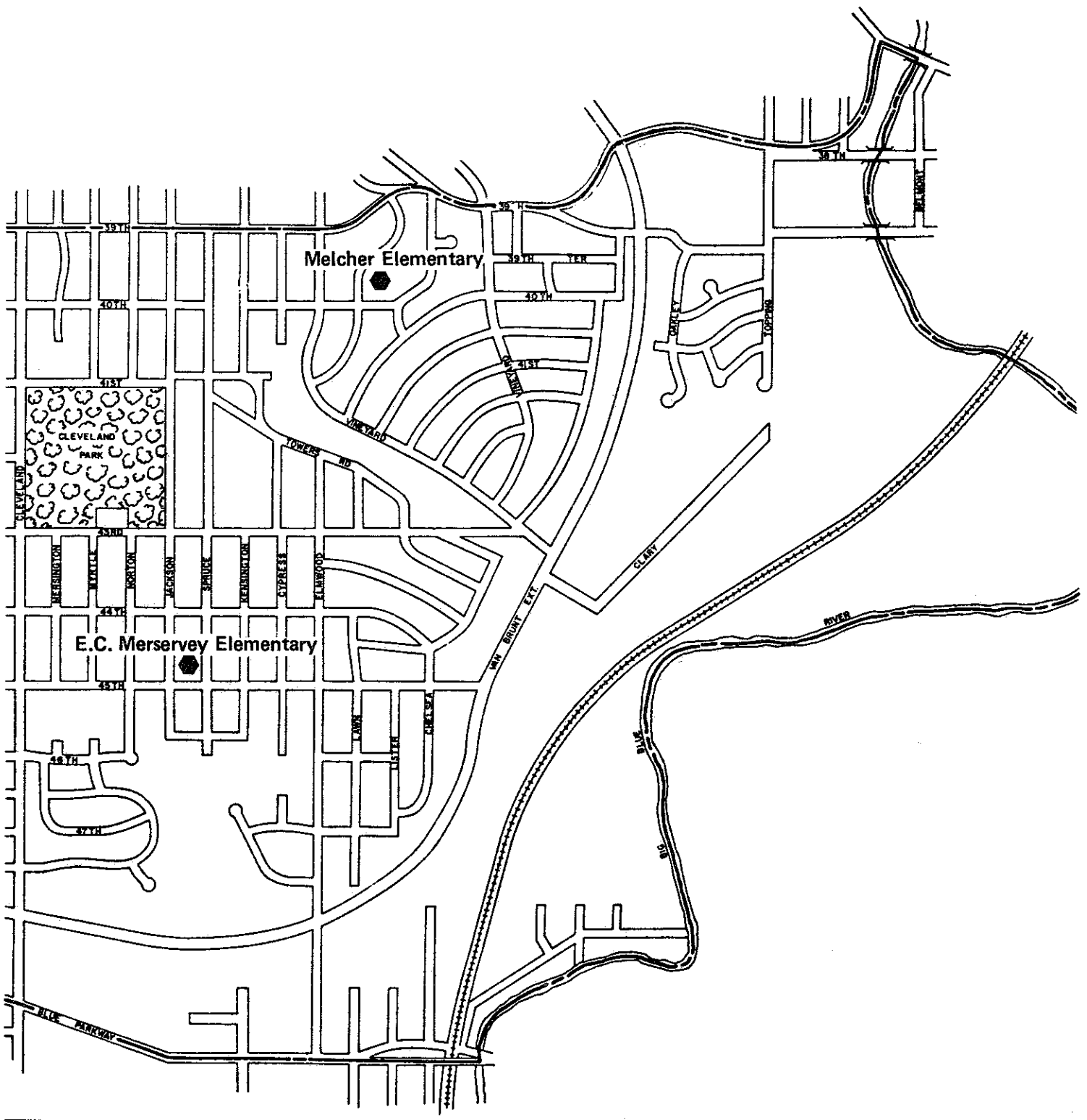
● Schools

● Fire Station

■ Neighborhood Parks



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- Water and sewer lines will support the existing functions----Water and sewer lines, with routine maintenance, are adequate for the existing usage; however, if new industrial development is contemplated, the water system will have to be expanded in capacity and the sewer system will have to be split into sanitary and storm sewers.
- Additional parks and open space are needed----The Park Department's 1973 Master Plan shows eight neighborhoods in the planning area. The plan suggests that four of these neighborhoods need additional open space.
- Existing educational facilities are adequate but somewhat underused----There are six public schools and one private school located within the planning area. The Board of Education does not project the removal or the addition of any of these schools at the present time. The student population has decreased from a peak of 74,000 plus in 1968 to 70,651 in 1970 to the present population of 50,497. Citywide desegregation may have some effect on the present enrollment and the willingness of some families to remain or re-enter the inner-city.
- Traffic circulation needs to be improved----There are several traffic "bottlenecks" within the planning area. They include 39th Street, Troost and Prospect Avenues.
- Transit service within the area is good----Transit service is well established with routes operating on 39th Street, 43rd Street, Troost Avenue, The Paseo, Woodland, Brooklyn Avenue, Prospect Avenue, Indiana and Cleveland.

## 2. THE SECOND FUNCTION OF OAK PARK SOUTH IS COMMERCIAL

Most of the commercial use is in strips along major streets. This area has one solid strip of commercial buildings located along Troost Avenue which terminates into a small but active

commercial cluster bounded by Brush Creek, 47th Street, Troost and The Paseo. Other strip commercial uses are located along 39th Street, Prospect Avenue and Indiana Avenue.

Due to the numerous curb cuts and the heavy traffic, the strip commercial creates a major hazard. The lack of adequate parking space is also a major problem. The businesses are too strung out to provide easy shopping.

There are a number of vacant or underused commercial buildings scattered throughout the planning area.

### 3. THE THIRD FUNCTION IS INDUSTRIAL

#### (1) The Southeast Quadrant Serves As An Industrial Area.

The area bounded by 42nd Street, Blue Parkway, Van Brunt Boulevard and the railroad tracks forms an industrial area. The area is zoned for industry; however, there are still a few pockets of single-family residences in the area.

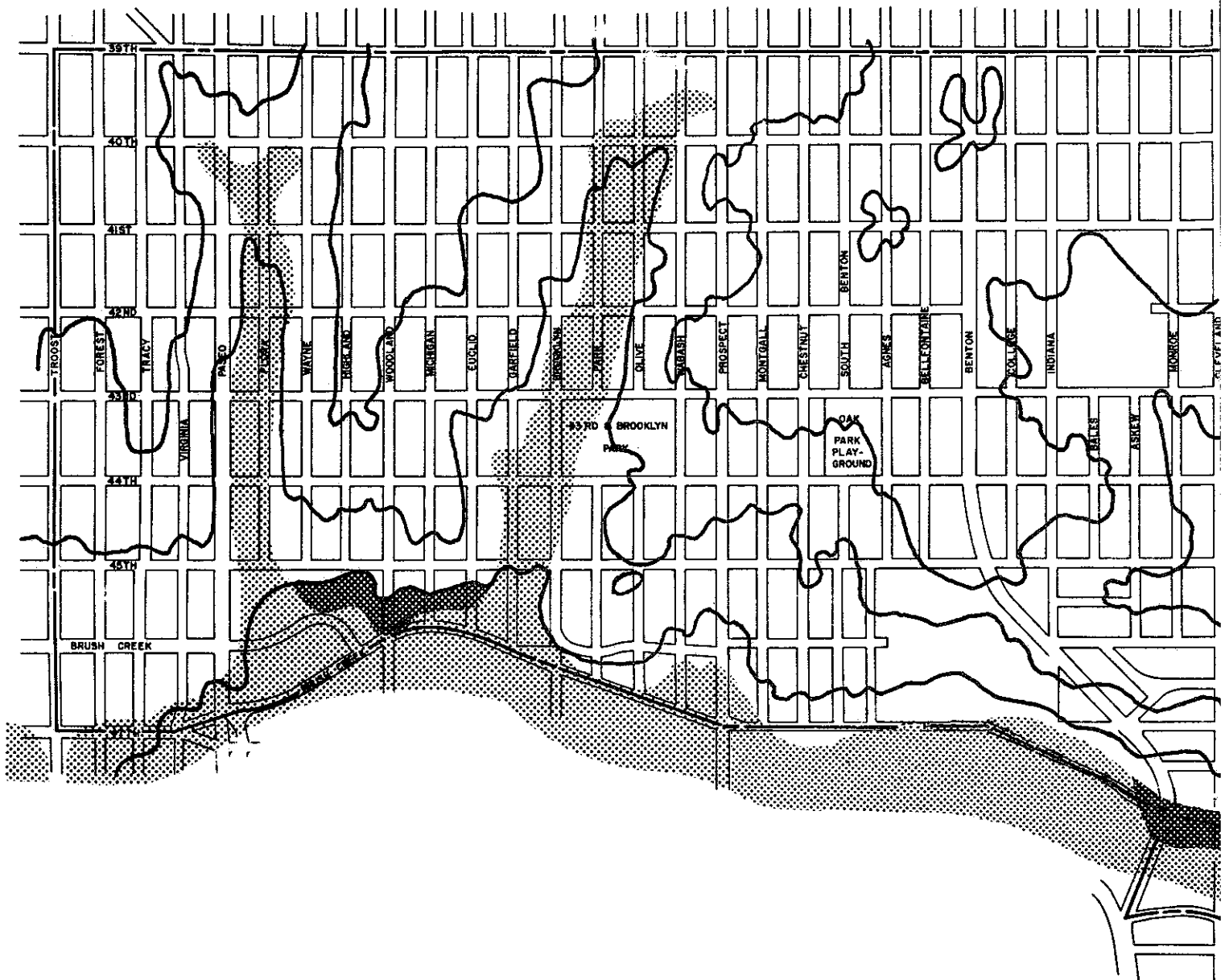
#### (2) This Area Has The Basic Requirements For Industrial Development.

The area has access to rail transportation and to the freeway network. The location, however, is close to the Blue River which is subject to periodic flooding. That portion of the area east of Van Brunt Boulevard and along Brush Creek is in the flood plain. Industrial development may

be permitted in selected areas where flood proofing is feasible and where plans are reviewed and approved by the City.

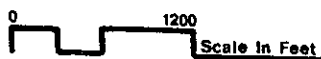
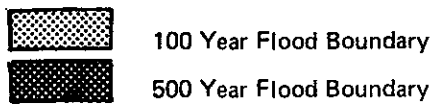




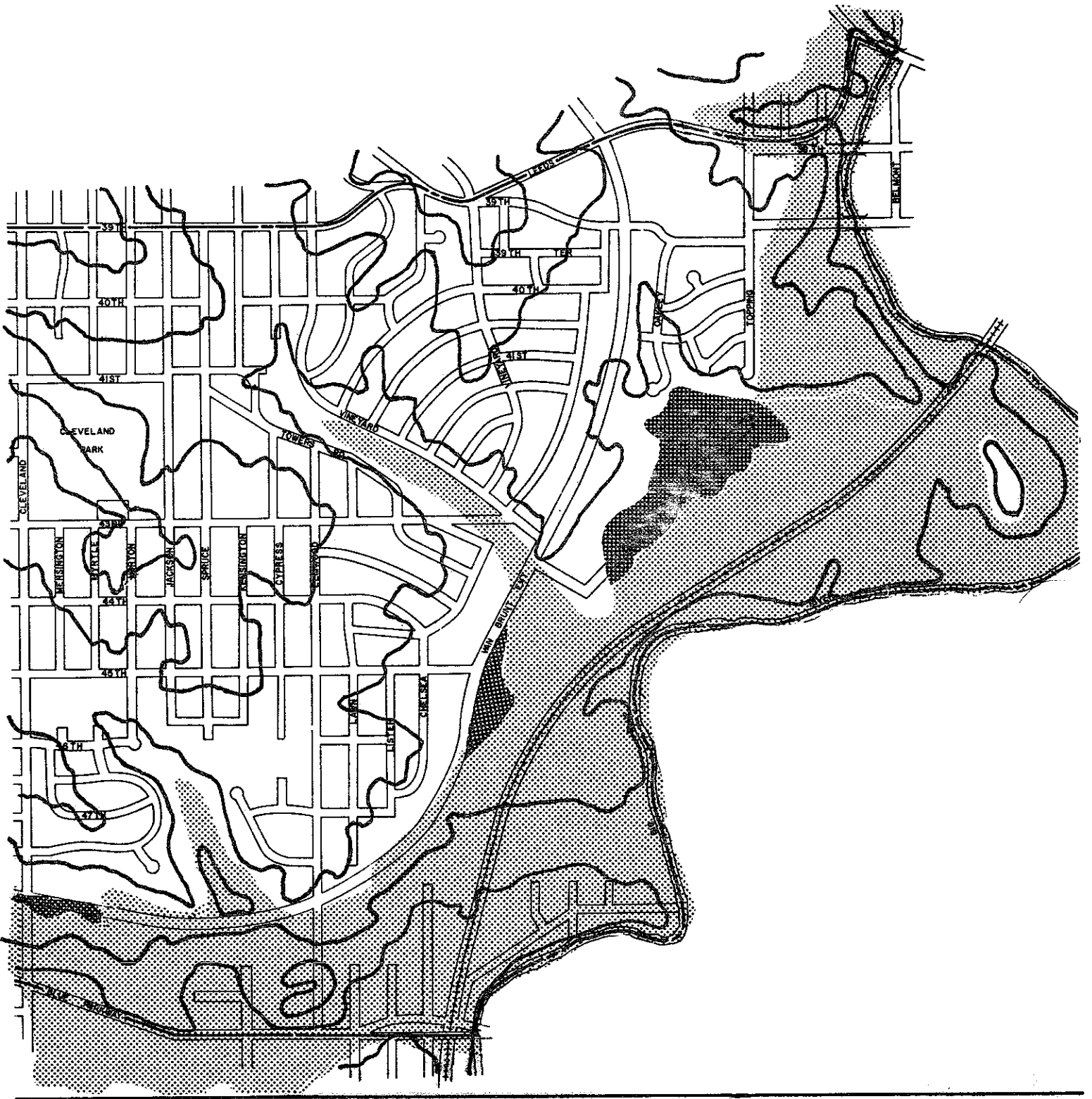


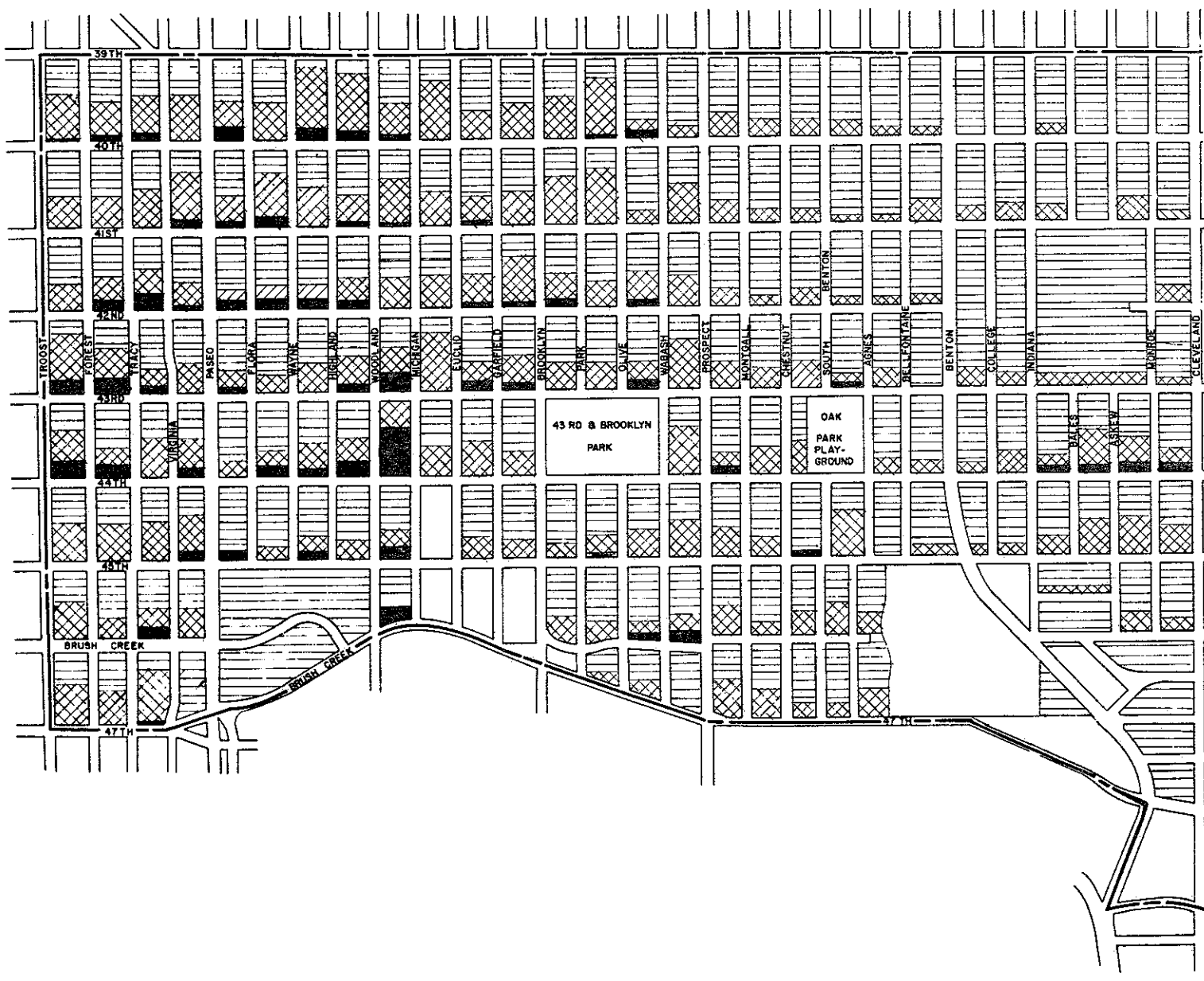
# Oak Park South

## Flood Plains



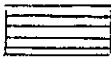


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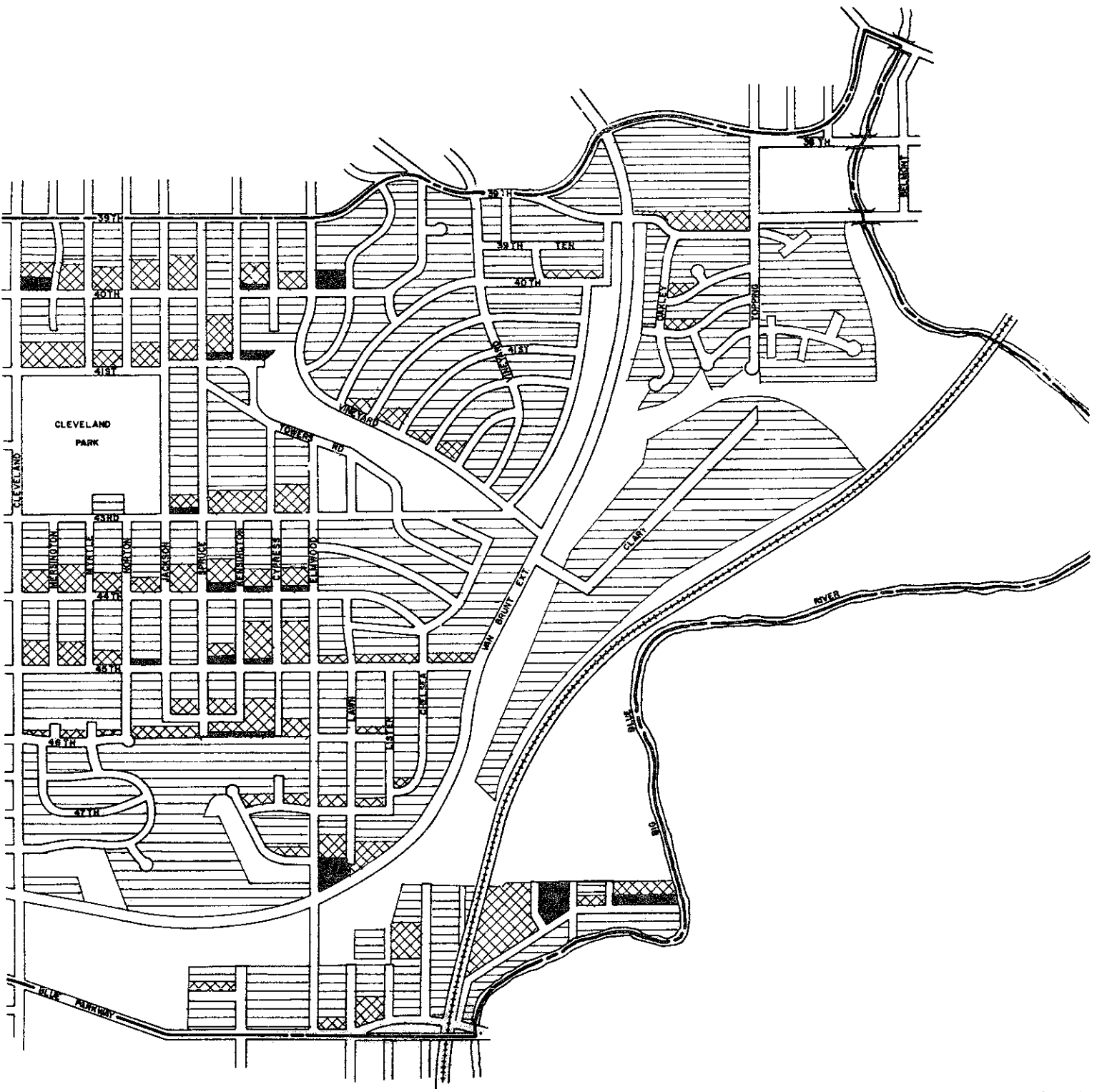
# Oak Park South

Structural Conditions  
By Percentage of Block

	Good	1	Good — needs only normal maintenance such as painting, replacing a few shingles, or has only slight wear.
	Deteriorating	2.	Fair or deteriorating — needs one major repair or a number of minor ones.
	Dilapidated	3.	Dilapidated — requires two or more major repairs and will not provide safe or adequate shelter. Usually this building is vacant and considered beyond, or too expensive, to repair.

0 1200  
Scale In Feet

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II. IN THE FUTURE, THE THREE EXISTING  
FUNCTIONS WILL CONTINUE TO BE RESI-  
DENTIAL, COMMERCIAL AND INDUSTRIAL

1. THE RESIDENTIAL FUNCTION WILL CONTINUE TO SERVE THREE  
SOCIO-ECONOMIC GROUPS

(1) The Housing Stock Should Be Preserved.

- Approximately 98 percent of the housing can be rehabilitated----The improvement of the housing stock will depend upon forces such as improvement of economic status of low income families and counseling of various types of low and moderate income tenants and buyers.
- In sub-area 1, demolition of sub-standard structures and rehabilitation will provide some stability to the housing market----The introduction of innovative financing methods through loan programs and positive promotion will greatly benefit this area.
- In sub-area 2, the primary needs are conservation and rehabilitation----These actions will lead to increased neighborhood stability and vitality.
- In sub-area 3, conservation, rehabilitation and limited demolition should be undertaken, coupled with public improvements----These steps will insure the continued desirability that this area has enjoyed since its inception.

(2) Public Improvements Will Be Required Throughout The Planning Area.

A wide variety of public improvements ranging from street cleaning to street resurfacing, and from curb and

sidewalk replacement to new construction of curbs and sidewalks will enhance the area. The public improvements should also include a pedestrian signal on 39th Street between Vineyard Drive and the modernization of traffic signal control and intersection improvement at Brush Creek and Cleveland and Cleveland, Brush Creek and Benton Boulevard.

(3) Social And Cultural Development Is Needed.

A number of outreach offices for social programs are within and adjacent to the planning area (see list on following page). Although these agencies provide many varied services, the need for other specialized services still exists.

Control of crime and delinquency is the top priority of the community residents.

(4) The Upgrading Of Several Of The Major Streets, The Completion Of The South Midtown Freeway And Improvement Of Mass Transit Through The Area Should Be Encouraged.

Widening 39th Street to primary arterial standards should receive top priority. Removal of parking along Troost Avenue and Prospect Avenue would improve traffic circulation through the area.

In the near future, the South Midtown Freeway should be completed, or at least the decision to complete it should be made. This decision would help stabilize the sub-area which it bisects.



## RESOURCE AGENCIES DEALING WITH SOCIAL PROBLEMS

### Education and Training

1. Manpower Training and Skills Center  
2700 East 18th Street

Street Academy  
3206 East 27th Street

3. Urban League On The Job Training  
2704 Prospect

4. L.E.A.P. Program  
3460 Brooklyn  
Human Rights & Counseling

5. Black Economic Union  
1601 East 18th Street

6. New School for Human Education  
32 East 46th Street

University of Missouri  
Extension Center  
4611 Paseo  
Practical Adult Education

### Housing Services

8. Niles Home for Children  
1911 East 23rd Street

Spry Senior Citizens Home  
2625 Tracy

10. Paraclete Manor  
4725 Prospect

Transition Community  
3800 Forest

12. Brush Creek Towers  
Woodland & Brush Creek  
Public Housing for Senior Citizens

13. Dunbar Gardens  
34th and Denver  
Public Housing for Senior Citizens

Day Care

14. KCMC Day Care Corporation  
2445 Michigan
15. St. Mark's Community Day Care  
3800 Troost
16. St. Vincent's Child Care  
Operation Breakthrough  
3029 Troost

Other Social & Recreational Agencies

CLOSED

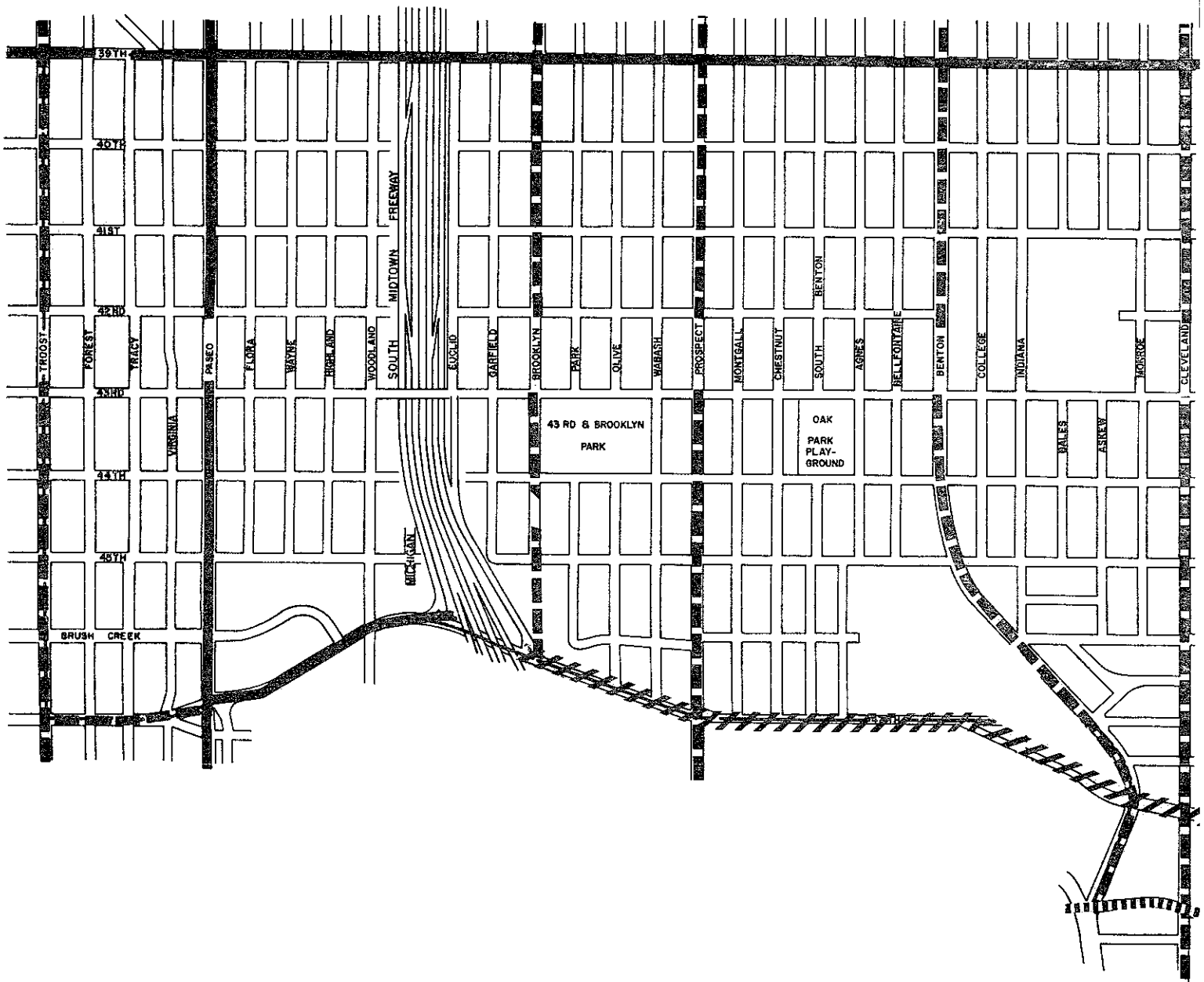
- Youth Action Coalition  
3000 Prospect
18. Linwood Multi-Purpose Center  
3201 Flora
19. Urban Family Planning  
1001 East 47th Street
20. Boys Club  
1901 Paseo

Health

21. Family Health Services  
Truman Medical Center
22. Linwood-Paseo Health Center  
1423 Linwood
23. Rebound Urban Service  
Drug Services  
3434 Paseo

Welfare & Charitable Agencies

- 24. American Red Cross  
413 East 13th Street
- 25. St. Vincent de Paul Society  
3762 Woodland
- 26. Welfare Rights Organization  
1827 East 12th Street
- 27. Emergency Assistance, Inc.  
3201 Flora  
Emergency Cash Grants



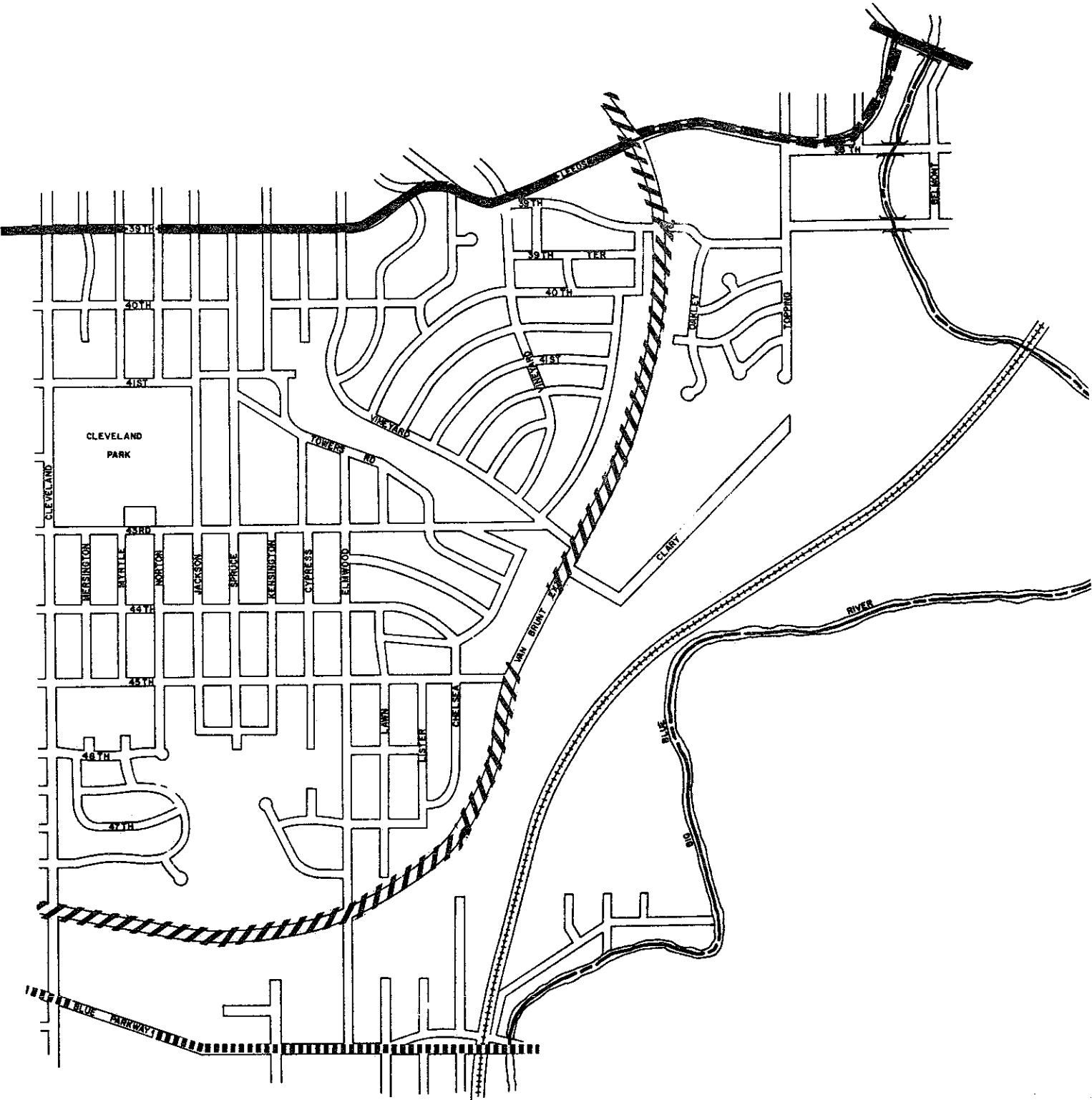
# Oak Park South

## Street Classifications

- Expressway
- Parkway
- Primary
- Secondary

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Scale In Feet

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The completed freeway would remove much of the through traffic now channeled on Prospect and other north-south arterials.

The long-range transit plan, adopted by the Mid-America Regional Council, recommends preferential bus lanes be provided in the South Midtown Freeway right-of-way. These lanes should be provided when the freeway is constructed.

2. NEIGHBORHOOD COMMERCIAL FACILITIES SHOULD BE RETAINED BUT ALTERED

Neighborhood shopping areas provide an important service and convenience to local residents. They also provide a unique amenity not available in many suburban areas, namely accessibility to shopping by pedestrians and non-vehicular traffic. The clustering of commercial activities at nodes would provide access to many stores clustered in one location.

3. THE AREA WILL MAINTAIN ITS INDUSTRIAL FUNCTION

The area has several well established industries which will continue to be viable in the area. These industrial uses include warehouses, food processors, and small manufacturing concerns. They are located along Highway 50, Van Brunt Boulevard and the St. Louis and San Francisco railroad tracks. Room for expansion is somewhat limited, due to limitations caused by the flood plain. Proposed channel improvements and proper flood proofing may reduce this problem. The removal of scattered single-family

houses should be encouraged. Flood insurance is available now for existing developments which will cover losses to buildings and property resulting from flooding.





### III. GUIDELINES AND ACTIONS SHOULD BE ESTABLISHED FOR THE AREA

#### 1. GUIDELINES SHOULD BE ESTABLISHED TO HELP STABILIZE AND IMPROVE THE PHYSICAL ENVIRONMENT

The positive physical appearance of an area provides a stimulating atmosphere for its economic vitality and symbolizes its identity and pride as an area that cares.

Improving the physical environment includes: removal of dilapidated structures, coordination of rehabilitation of deteriorated structures, and personal property upkeep.

Improving the physical environment also includes the cooperative beautification of the area through community participation.

Once the goals have been established and achieved, maintenance of the levels of achievement in community education through counseling and training becomes important. This knowledge will equip the people in the community with social methods and physical knowledge to respond in shaping their environment.

In cooperation with the Community Services Department and interested citizen groups, there should be an aggressive program of continuing citizen input and participation as programs are initiated and implemented.

This plan has identified the needs of the planning area. Very often, these needs are not included in current programs of

the City Council. Therefore, the process of adjusting city programs to meet the needs of the community may take more than one fiscal year.

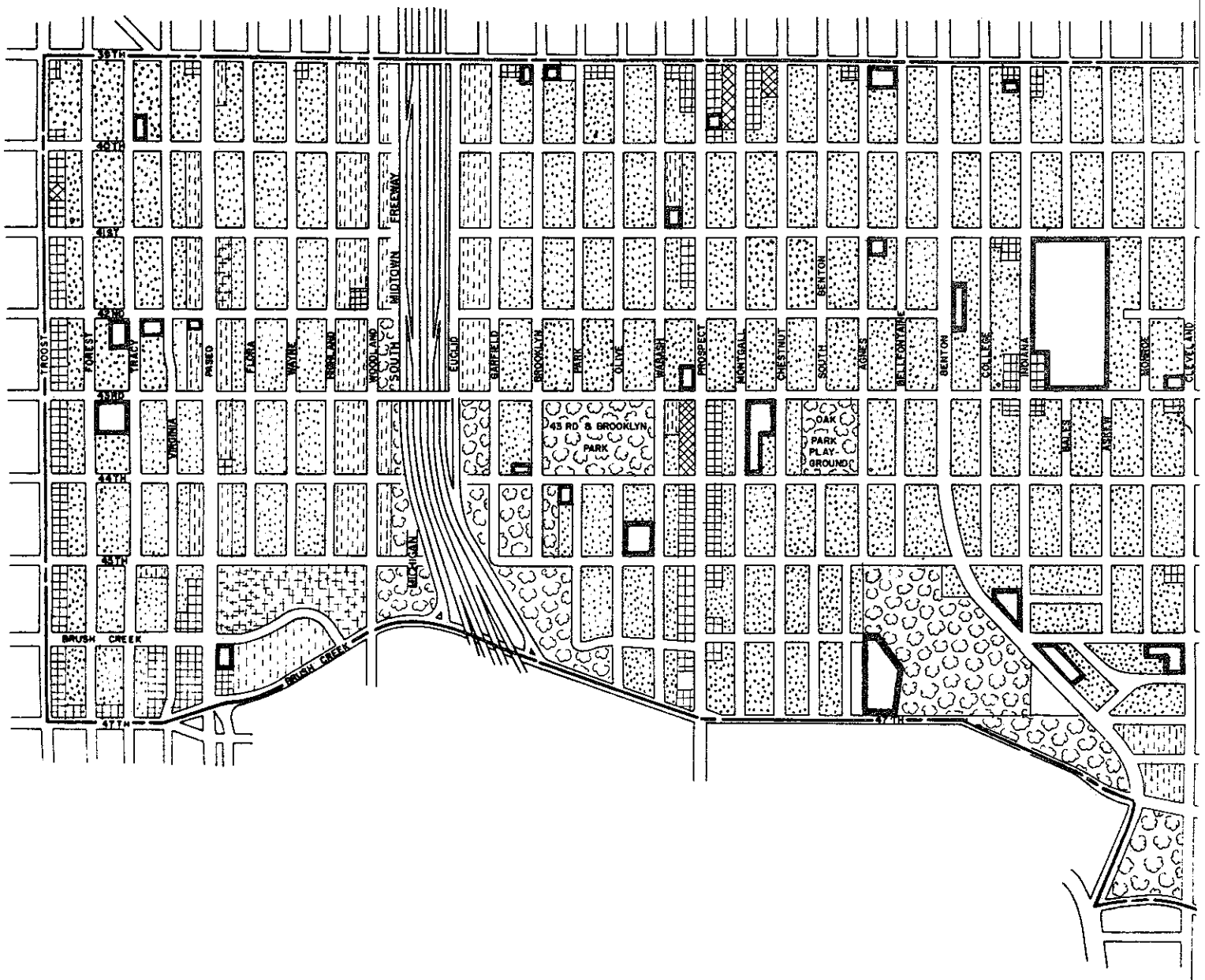
The actions delineated below are goals that the community would like to accomplish. However, the city has only limited funds and some of the needs of the community cannot be met in the foreseeable future.

Priorities should be established so that available funds can be used to meet the neighborhood's highest priority needs.

(1) Approximately 4 Percent Of The Structures Should Be Demolished And 15.7 Percent Rehabilitated.

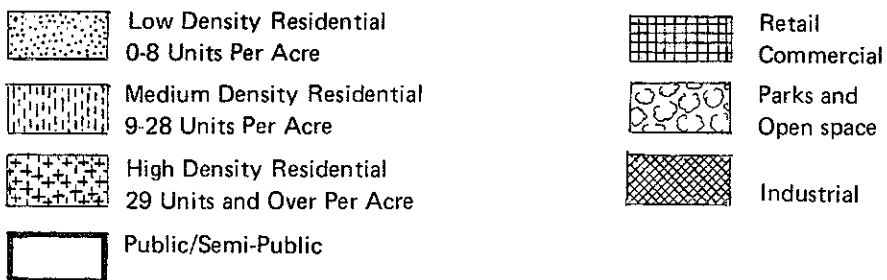
- There are approximately 10,400 structures within the planning area; approximately 450 of these structures are beyond repair and should be removed----The parcels from these demolitions should be either put on the market, if usable, or land banked for future use. The city should demolish or cause these units to be demolished. The majority of these structures are located in planning sub-area 1.
- Structurally sound but slightly deteriorating structures should have a strong maintenance program----These structures can be further broken down into two categories: structures requiring minor maintenance, which comprises approximately 82 percent; and structures requiring major rehabilitation, which makes up an additional 15 percent. The improvements should be followed with a property maintenance program.





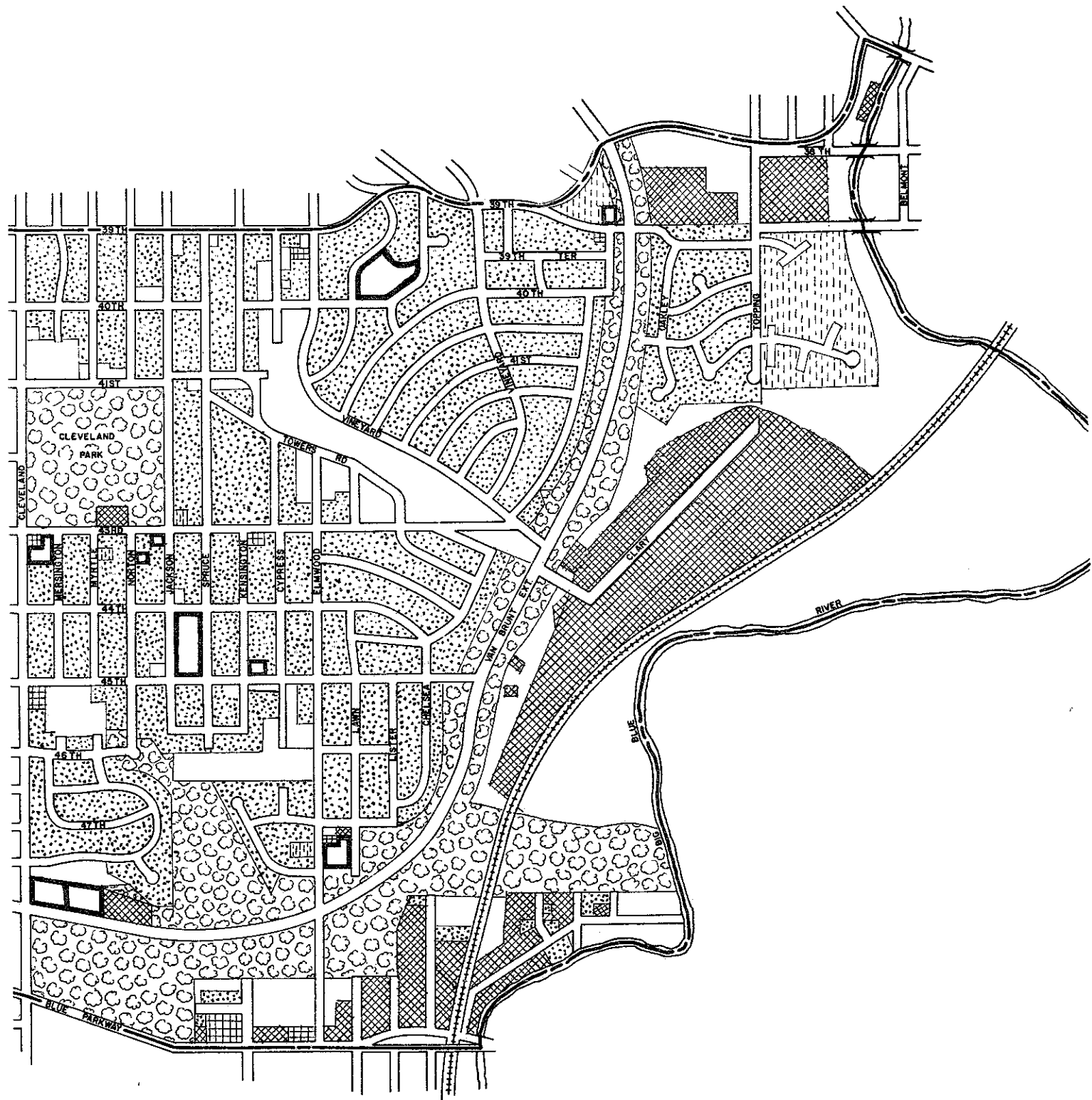
# Oak Park South

## Land Use Plan



0 1200  
Scale in Feet

N



(2) Public Improvements Should Include Sidewalks, Curbs And Streets.

Sidewalks, curbs and, in some cases, streets should be brought up to acceptable standards. The major financing of these improvements should come from public funds.

(3) Zoning Changes Should Be Minimal.

Due to the density of the area, many zoning changes would not be practical. Some of the commercial districts that are no longer in use should be rezoned for residential use. A section in the southeast corner of the planning area should be zoned and developed for industrial purposes.

(4) Historic Resources Should Be Preserved.

Historic buildings or landmarks having architectural or historical significance should be identified and preserved.

(5) Redevelopment Should Occur Adjacent To Portions Of The Proposed South Midtown Freeway.

Structural deterioration has occurred to a great extent adjacent to the proposed South Midtown Freeway right-of-way. When the future of the freeway is decided, a high priority should be placed on the redevelopment of this corridor.

(6) The Property Maintenance Code Should Be Enforced For All Vacant Houses.

The city should encourage all property owners to comply with the property maintenance code before selling their property.

2. ACTIONS THAT WILL HELP ACCOMPLISH LONG-RANGE GOALS

(1) In The First Sub-Area, Troost To Prospect, 39th Street To 47th Street, Approximately Nine Percent, Or 400 Of The Structures Which Are Dilapidated, Should Be Removed And Twenty-One Percent Of The Structures Rehabilitated.

- The majority of the abandoned and dilapidated structures are located in this sub-area----  
The immediate removal of dilapidated structures will help check further deterioration in the area.
- Deteriorating structures should be rehabilitated----There are 960 to 1,000 structures that should be rehabilitated to help stabilize the sub-area and provide a base for future development.
- Develop a property maintenance demonstration program----A Demonstration Property Maintenance Code, with specific emphasis on roofing, wiring, plumbing and heating systems, to assist families economically unable to comply with the present citywide code should be developed and implemented.
- The remainder of the structures will require minor repairs
- Financing of improvements in this area should rely heavily upon public funds due to income levels of the residents

- Section 8 should be used to supplement market rate units----Substantial rehabilitation is eligible under this program. The rehabilitation of older units could be accomplished by securing private sponsors.
  
- (2) In The Second Sub-Area, Prospect To Indiana And 39th Street To Brush Creek Boulevard, Approximately 14 Dilapidated Structures Should Be Removed And 275 To 300 Deteriorating Structures Should Be Rehabilitated.
  
- Approximately 14 buildings are beyond repair ----The removal of these buildings would serve as a catalyst to the rest of the sub-area to start improvements.
  
- Deteriorating structures make up approximately twenty percent of the structures in the sub-area----There are approximately 275-300 structures in need of rehabilitation. If the deficiencies in these structures are not corrected immediately, the structures will continue to deteriorate until clearance is required.
  
- Develop a property maintenance demonstration program----A Demonstration Property Maintenance Code, with specific emphasis on roofing, wiring, plumbing and heating systems, to assist families economically unable to comply with the present citywide code should be developed and implemented.
  
- Financing should be encouraged by the public and private sectors----The private sector should be called upon to provide financing for improvements within the area. If necessary, the city should implement a guaranteed loan program in this area. This probably would not be necessary if the city could work with HUD to increase Federally insured loans in this area.



(3) The Third Sub-Area, Indiana To Blue River And 39th Street To 50 Highway, With The Exception Of The Industrial Development, Should Have Strong Enforcement Of The Property Maintenance Code.

- There are twenty to thirty dilapidated buildings in this sub-area that should be removed  
----This would do much to remove the blight that is just beginning to manifest itself. The cost would be minimal compared to the impact it would have on the neighborhood such as increased pride and new investment.
- Deteriorating structures comprise six percent of this sub-area----An important step of neighborhood revitalization would be the rehabilitation of deteriorating structures. This can be accomplished without much disruption if home improvement loans are made readily available.
- Additional open space is needed to meet minimum requirements----An additional 20 acres of open space is proposed for this sub-area to bring it up to the 1 acre per 1,000 person minimum requirement.
- Zoning north and west of Van Brunt should remain unchanged----The present zoning is compatible with present and planned uses.

